OFFICIAL
PROGRAM

ASTORIA

FIFTEENTH ANNUAL

REGATTA

AUGUST 29, 30 and 31

1 9 1 0

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THE JOY WHEEL

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530 TO 542 BOND STREET, ASTORIA, ORE.

FACTS ABOUT ASTORIA

It is with no little degree of pride that Astoria makes her most graceful bow in announcing the advent of its fifteenth Anual Regatta. Other Regattas have presented attractive and interesting features and the efforts of the promoters who directed them were crowned with success; but it is no disparagement to any that have been previously held in stating that the one of 1910 eclipses all previous records. This is but natural in the progressive spirit of our age, and doubtless next year, supreme efforts will be made to surpass if possible, the present one, although it will be difficult to exceed the high standard which has now been reached.

Various cities in the northwest hold their respective annual carnivals in which their special local feature predominates. For seventeen years Astoria has held her Annual Regattta which has grown to be one of the greatest events of its kind held on the Pacific Coast. The one being held this year is the greatest ever held on the Pacific Coast and one of the greatest boat racings held in the United States. The amount of prizes offered this year reaches the munificent sum of $5.000.

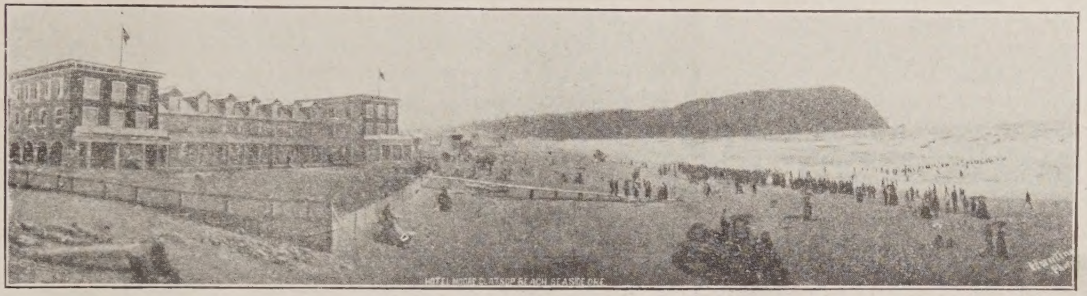
The splendidly arranged and varied programme for three days beginning with August 29th and ending August 31st gives assurance of an uninterupted series of attractive and exciting aquatic sports and is a sure guaranty of one continuous round of pleasure.

Astoria is justly proud to be so admirably situated for holding the Regatta, on this broad expanse of water at the mouth of the Columbia River, the largest on the Pacific Coast, and which drains one-sixth of the area of the United States,—the natural gateway from the inland empire to the sea; here where the salubrious currents of sea air permeated with their lifegiving ozone, mingle with the invigorating breezes from the towering mountains and furnishing a choice complement of nature's rare and unalloyed atmosphere.

Astoria extends a most cordial welcome to the stranger with-

in her gates, and confidently bespeaks for each and all a pleasant stay among us.

The fact that next year Astoria will celebrate its centennial anniversary, and the ever present human desire for still greater



Hotel Moore

DAN J. MOORE, PROP.

Seaside - - Oregon

The only hotel situated directly on the beach. Open summer and winter.

Eighteen Miles from Astoria via Astoria & Columbia River Railway.

SCORCHED SOME

But we are still doing business at the same old stand . . .

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"HOME BEAUTIFIERS"

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Paper Hanging and Kalsomining. Strict Attention Given to All Orders. Work Guaranteed.

Store Opposite P. O., Main St. SEASIDE, ORE.

achievements, it is both safe and sane even at this time to confidently predict a still greater and grander Regatta in 1911.

The first American settlement west of the Rocky Mountains was in Astoria in 1811, when the John Jacob Astor party established a trading post and built a fort, the historic site of which is located in the heart of this city. It was not until forty-eight years afterward that Oregon became one of the states of the Union. In Washington Irving's interesting novel entitled "Astoria," the scenes were laid in and around this city. Astoria therefore represents the beginning or initial point in the history of the Great Northwest, and that important historic event will be commemorated in a suitable and becoming manner in 1911, and it may be safely predicted without hesitancy or doubt,that the Regatta feature will be conspicuously in the limelight in that auspicious celebration.

Astoria is steadily holding its own —not a boom developement, but a substantial, permanant growth. One of the best evidences of this fact is shown in the number and class of buildings now in course of construction, among which may be named the follwing; a new high school building costing $75.000; the Weinhard-Astoria hotel costing $100.000 and now nearing completion; the Spexarth buliding costing about $60.000 and the Elks Temple costing about $75.000. Additional building improments are in contmplation, among them the proposed Knights of Pythias Temple, the site for which has been purchased. Other enterprises are being considered and efforts are in progress looking to the establishment of new and diversified industries which will come in due course of time, and will contribute in a large measure to the commercial wea'th of a Greater Astoria.

The salmon fishing industry of Astoria amounts to $3.000.000 annually. There are eighteen billion feet of standing merchantable timber in Clatsop County. No better dairying land can be found. The lands of Clatsop County are admirably adapted for the raising of small fruits. No better berries are raised anywhere.

Th lumber mills, iron works, and extensive salmon canneries furnish employment to a large number of persons.

There is no place on the Pacific Coast that affords better facilities for the manufacture of lumber, and its numerous by-products than the lower Columbia River.

No one can forecast the possibilities that will open to the manufacturer of lumber when the Panama Canal opens the gates of the civilized world to the industries of the Pacific Coast, and cause the expansion of trade beyond the comprehension of the most astute businessmen of the country. Its commanding harbor destines it to be a great commercial terminal and shipping point.

Don't Fail

To See The

Star

Theatre

Shows

The Harvest Home

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$1.50 PER DAY, $9 PER WEEK
BEDS, 75c & 50c; MEALS 50c

CHILDREN UNDER 10 YEARS HALF RATE

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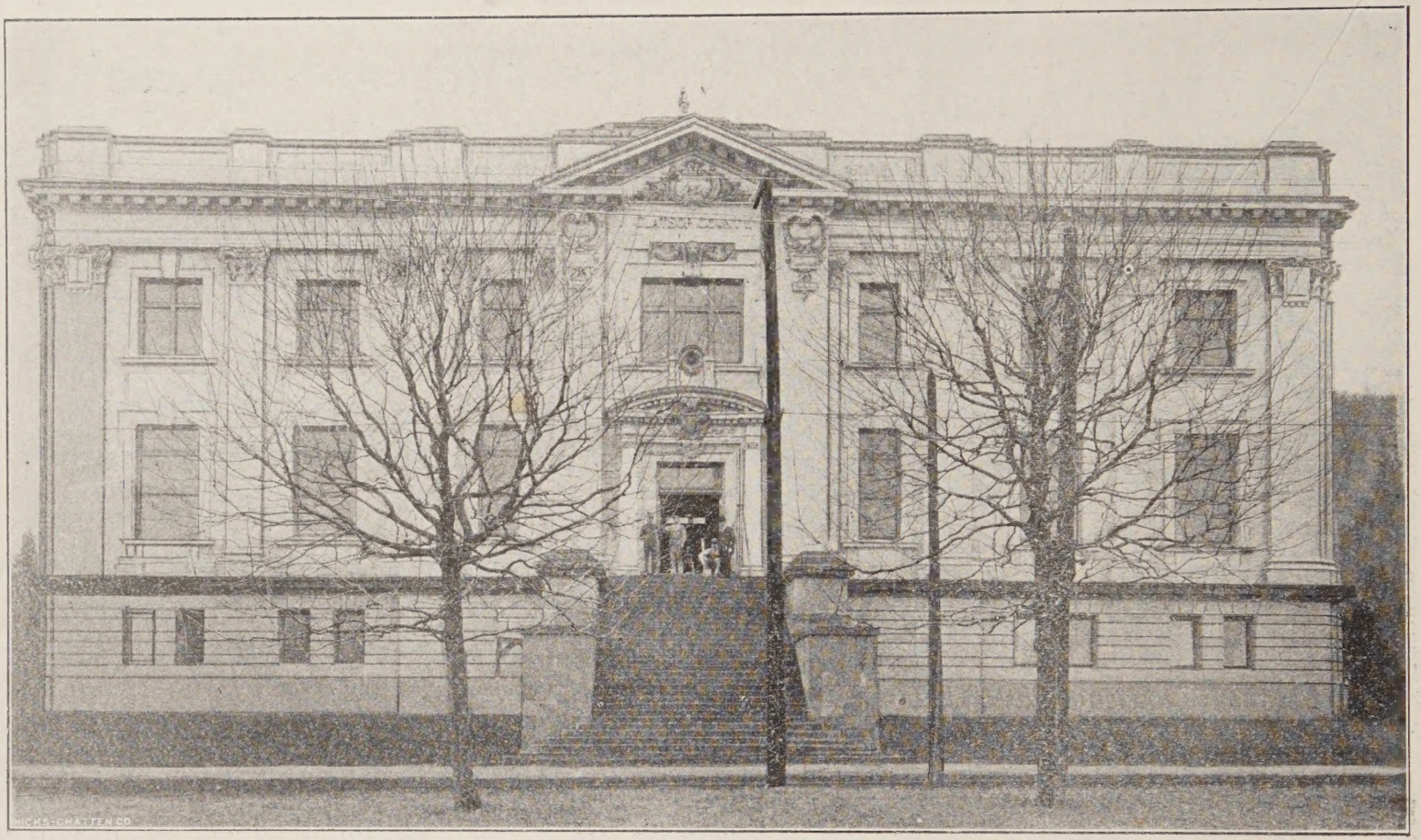
Phone 316 Seaside, Ore.



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MOST MODERN BREWERY
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Malt Tea
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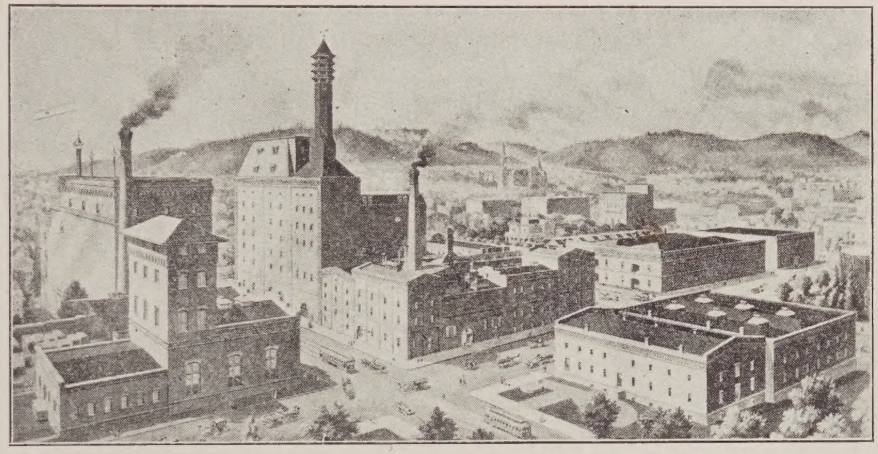

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Malt Tea
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Malt Extract
(A Tonic)

Our Products are favorably known from Canada to Mexico on the Pacific Coast.

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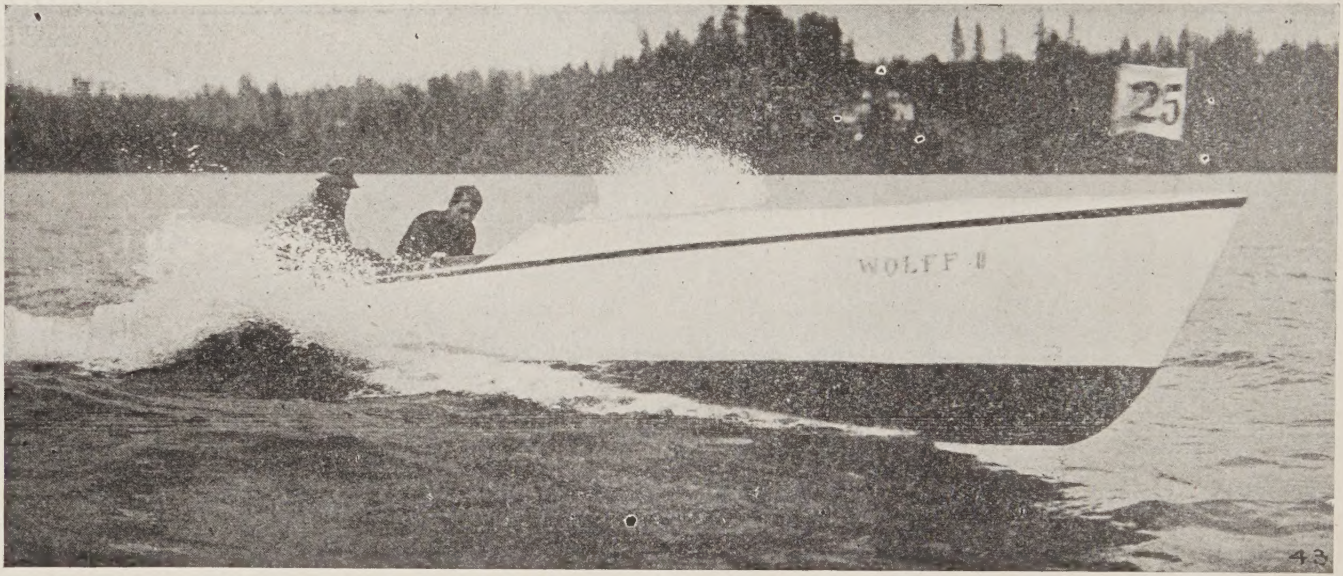
25
WOLFF II

The Curtis Special

18 Ft. RUNABOUT

Complete with 3 h.p. Gray Motor **$210.00**

THE GREATEST BOAT VALUE OF THE SEASON

Well built in every respet. Seats 8 people. Guaranteed speed 7½ miles per hour. The planking is of Port Orford white cedar; frames of select oak; decks natural finish edge grain fir, oak coaming. The engine is guaranteed by a company famous for the engines it builds. We build to order boats of all kinds, heavy Gasoline Tugs, Fish Boats, Barges, etc. Write us for information and prices.

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Naval Architects and Builders, East End Madison Street Bridge, Portland, Oregon

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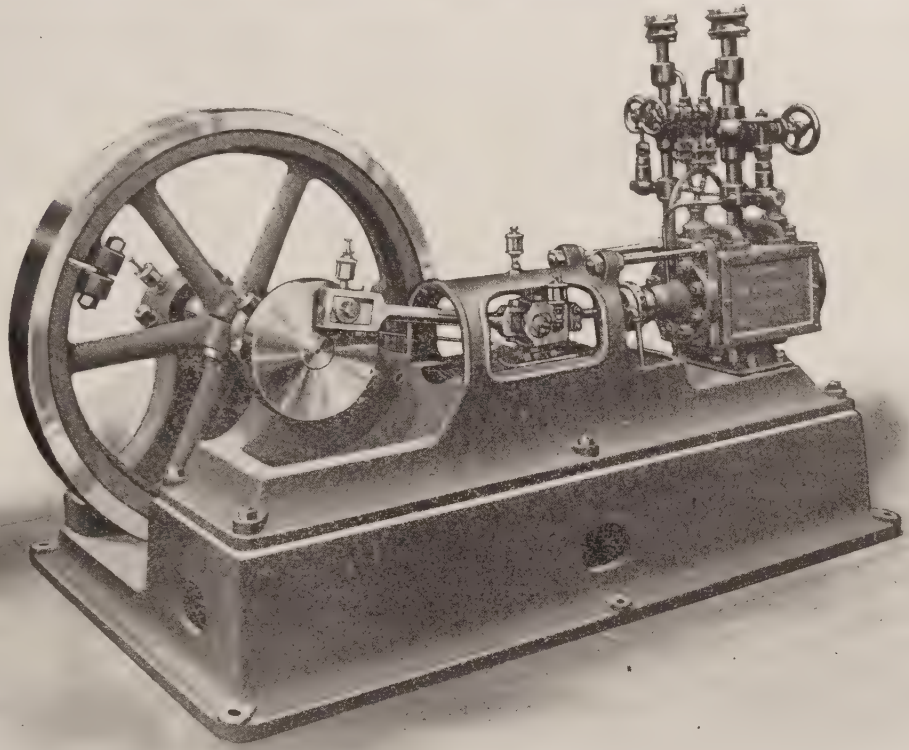
DRS. LEWIS & CAINES, MEDICAL DIRECTORS

Situated at the Greatest Natural Health Resort in the Northwest

Overlooking the Ocean
Surf Bathing and Hot Salt Baths. Modernly Equipped with
Hot Water Heat and Electric Lights. There is
also a Well Equipped Surgery

Seaside, ... Oregon

W. W .ROBINSON, ADMIRAL



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Capacities from 1 to 100 Tons per Day

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We carry a large stock of Western Chemical Ammonia, Neponsite Insolating Paper and Calcium Chloride

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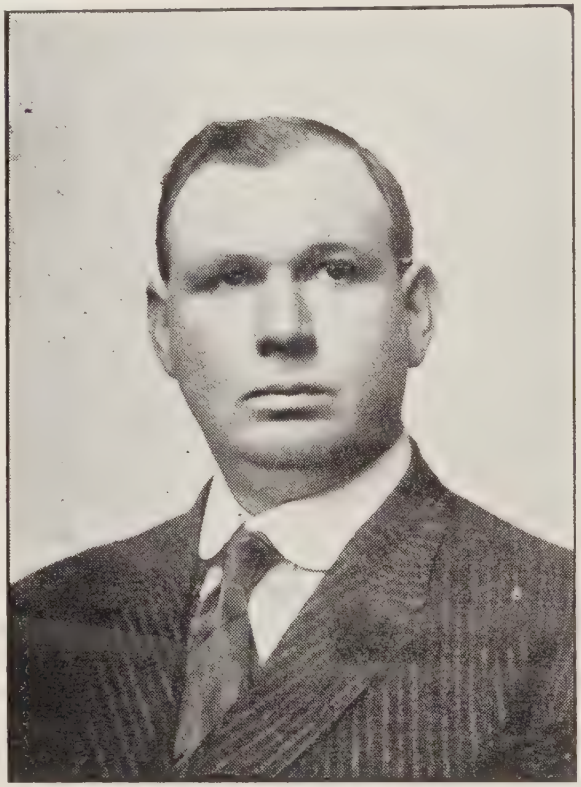
BUILT BY **HARRIS ICE MACHINE WORKS**

H. E. HARRIS, PROP. PORTLAND, OREGON



EDW. C. JUDD
Chairman Astoria's Fifteenth Annual Regatta

ADMIRAL'S STAFF

ADMIRAL

W. W. Robinson, Portland.

VICE ADMIRALS

Blue, C. H. Callender, Astoria.
Red, Commander, J. M. Ellicott, U. S. N.,
White, Gen. C. F. Beebe, Portland,
White, Major J. F. McIndoe, U. S. A.,
White, Judge E. L. Havens, Catalina Islands,
White, Hon. Joseph Simon, Portland.

REAR ADMIRALS

Blue, Chas. Richardson, U. S. L. H. T. Columbine, Squadron Commander.
Red, Wm. E. Gregory, U. S. L. H. T. Armeria, Squadron Commander.
White, P. J. Byrne, U. S. L. H. T. Manzanita, Squadron Commander.
White Emil Hammerstrom, U. S. L. H. T. Heather, Squadron Commander.

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Portland, Oregon

ADMIRAL'S STAFF—Continued

White, E. W. Spencer, Transport Commander, Steamer Chas. R. Spencer.

COMMODORES

J. C. McCue, Portland Chief of Staff,
J. Speier, Portland, Flag Executive,
N. Troyer, Astoria, Fleet Engineer.
John McNulty, Portland, Fleet Navigator,
R. F. Cox, Portland, Fleet Ordinance Officer,
Hugh Mauldin, Sacramento, Flag Lieutenant,
J. S. Hawkins, San Francisco, Fleet Secretary,
John F. Blain, Portland, Naval Constructor,
A. K. Bentley, Portland, Aide de Camp,
David Nelson, Portland, Fleet Surgeon,
A. V. Comings, Seattle, Fleet Bay Director,
R. R. Butler, Condon, Equipment Officer,
W. T. Phy, Hot Lake, Medical Inspector.
E. A. Bealls, Portland, Chief Meteorologist.

CAPTAINS

C. H. Abercrombie, Astoria.
A. T. Britton, Portland.
W. H. Buzzard, Bellingham.
A. C. Callan, Portland.
A. J. Capron, Portland.
George Cameron, Portland.
J. A. Clock, Portland.
R. W. Foster, Portland.
A. Gavin, Portland.
H. T. Hendryx, Portland.
G. N. Hyland, Portland.
Fred Leinenweber, Portland.
C. B. Merrick, Portland.
H. C. McAllister, Portland.
H. F. Todd, Portland.
J. A. Waddle, Portland.
E. H. Wemme, Portland.
Edwood Wiles, Portland.

COMMANDERS

L. Allehoff, Portland.
A. Abraham, Roseburg.
G. W. Baldwin, Portland.
A. Bobleter, Portland.
G. W. Barry, Walla Walla:
M. F. Brady, Portland.
W. J. Byrne, Portland.
J. S. Beall, Portland.
C. C. Bradley, Portland.
G. M. Cary, Portland.
F. J. Catterlin, Portland.
W. E. Coman, Portland.
Chas. T. Early, Hood River.
A. B. Ewing, Portland.
Horace Fisher Portland.
L. M. Head, Portland.
J. A. Heusner, Portland.
H. A. Jackson, Portland.
E. J. Jaeger, Portland.
T. F. Laurin, Astoria.
George McMillan, Portland.
T. S. McGarth, Portland.
D. A. Madison, Salem.
E. Newbegin, Portland.
J. T. O'Neil, Portland.
W. D. Plue, Rainier.
John A. Padden, Vancouver.
F. L. Stewart, Kelso.
Blaine R. Smith, Portland.
John Manning, Portland.
George Schultz, Portland.
M. E. Spaulding, Portland.
Thad T. Sweek, Portland.
E. A. Vaughan, Portland.
S. D. Vincent, Portland.
C. A. Whitemore, Portland.
George Whitesides, Portland.
Will Wright, Union.
A. B. Weatherford, Albany.
Frank Woodfield, Astoria.
M. F. Hardesty, Astoria.

ADMIRALS RETIRED

Chas. V. Brown, Astoria.
E. S. Edwards, Portland.
George Shepherd, Portland.

VICE ADMIRALS RETIRED

George F. Fuller, Portland.
Oswald West, Salem.

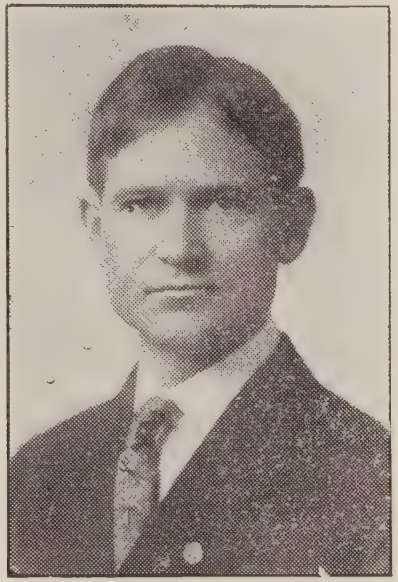
LAFFERTY IN LEAD FOR CONGRESS.

Aggressive Portland Lawyer Making Warm Campaign to Succeed Ellis In House of Representatives.

A. W. Lafferty, the aggressive Portland lawyer, is making a warm campaign for the Republican nomination for Congress to succeed W. R. Ellis, of Pendleton. Lafferty is an insurgent and stands with Cummins, Beveridge, Dolliver, LaFollette, Murdock and Madison against Cannon, Aldrich, Payne and Dalzell. He is in favor of a radical revision of the tariff.

Lafferty is a native of Missouri and served one term as prosecuting attorney of Montgomery county, although a Republican, being elected by an overwhelming majority in a strong Democratic county. He has been a resident of Oregon for six years and has gained considerable note as the author of the suits brought in the Federal courts to enforce the terms of the act of Congress by which the Oregon & California railroad (now the Southern Pacific) was granted 3,000,000 acres of land in Oregon. This land is now held against settlement in defiance of the plain terms of the grant. Lafferty expects to break this monopoly by the suits now pending, and open the land to settlement. Lafferty was also the champion of the Siletz settlers, before Congress.

Another important issue is the disposal of reclaimation funds. By repeal of Section 9 of the Reclamation Act, the government was relieved of the necessity of returning to Oregon in shape of appropriations for reclamations projects, funds derived from sale of public lands. Over $5,360,000 is now due the State this source and it is estimated that $20,000,000 more will be realized in this state by the government in the next ten years. There is now no law requiring that one dollar of this vast sum be spent in Oregon. Lafferty proposes to restore Section 9 of the Act, which was repealed by the Ways and Means committee of which Congressman Ellis is a member.



A. W, LAEFERTY, Insurgent Republican Candidate for Congress.

Under adminstration by the Interior Department the homestead and timber laws have practically been repealed, so now a man's rights to take government land are worth nothing to him. Lafferty proposes that the former method of enforcing the laws be restored so a poor man can again take up 160 acres of land for his own use and benefit. This is to be done by creation of a public land court. Another matter he is vitally interested in is improvement of Oregon waterways and harbors.

Lafferty has spent part of every Winter for the last four years in Washington watching Congress at work. He is familiar with the routine of legislation and has been assured that he can get the laws he proposes through Congress. He has plenty of ability, is a hard worker and a good talker. He will make an ideal Congressman and prospects for his nomination and election grow brighter every day. Vote for him. Carl S. Kelty, Lafferty's Campaign Manager.

(Paid Advertisement)

Arnold's Amusements.

Balloon ascension and parachute jump. The time will be announced through the press.

All free acts will be announced by the official announcer.

These shows will be along Commercial street from 9th to 14th street.

The Old Plantation, continuous show, 12th street.

Jumbo, largest snake in the world, 12th street.

The Glass Blowers, 11th street.

The Cuban Girl, 12th street

The Hoyt Family, 10th street

High Class Vaudeville, 10th street.

The Merry Widow Cottage, 10th street.

The Electric Palace, 9th street.

The Hindu Theatre, 9th street.

Big show opens at 2 and 8 p. m. daily, corner of 13th and Duane.

Merry-go-round, 9th and Bond.

Two shows daily, rain or shine.

ARNOLD'S COMBINED SHOWS

IN ASTORIA FOR THE REGATTA

100 PEOPLE 100

A BIG DOG AND PONY CIRCUS

THE OLD PLANTATION
(COLORED TROUPE)

THE OWENS
(GLASS BLOWERS)

THE HOYT FAMILY
(HIGH-CLASS VAUDEVILLE)

ELECTRICAL PALACE

MERRY WIDOW COTTAGE

THE CUBAN GIRL

THE MERRY-GO-ROUND

The Largest Snake in the World
and Novelties from all parts of the World

SEASIDE OREGONS BEAUTIFUL SUMMER RESORT

ON THE BEACH AT SEASIDE

A Trip to the Regatta is not Complete without a Trip To Seaside

BOATING ON THE NECANICUM

SEASIDE LUMBER AND MANUFACTURING CO. SEASIDE, ORE.

F. C. FOX, Secretary.

Racing Rules For Sailing Boats

The chairman of the Racing Committee shall have full power over all races.

All questions arising in the saling of various events shall be settled by the judges, and their decisions shall be based upon these rules so far as they will apply, and such decisions shall be final. The judges shall make reports of the results to the chairman and secretary of the Regatta Committee within five hours from the ending of each days races, after which the said chairman and secretary shall give to the owner of each winning boat an order on the treasurer for the prize won. Entry fees for all sailing and rowing races, $1.

Rule 1. Measurement. Owners desiring to have their boats measured shall give notice at the Regatta headquarters within a reasonable time before the first day of the Regatta.

Rule 2. Entries. All entries must be made at Regatta headquarters before 10 p. m. of the day preceding that on which the race in which said entry will compete takes place. Names of both the Captain and the crew of each boat must be handed to the Race Committee at the time of entry.

Rule 3. No prize shall be awarded in any race unless two or more contestants start.

Rule 4. Classification, Courses and Sails. Will be designated by the Regatta committee in each day's program. Every sloop shall carry her private signal at the peak. A racing flag must also be carried by cat boats at the mast head. Any sloop or cat boat not complying with this rule, unless prevented by an accident occuring after starting shall forfeit all claims to a prize.

Rule 5. **Meeting.** Boats going free must always give way to those by the wind. Boats on the starboard tack shall have the right of way. If two yachts are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to the port so that each may pass on the port side of each other.

..Rule 6. **Overtaking, Rounding Etc.** A boat overtaking another shall keep out of her way, but when rounding any buoy or vessel used to mark out the course, if two yachts are not clear of the mark, whether it be the lea or weather boat which is in danger of fouling it, the other boat must give way. No boat shall be considered clear of another unless she is so much ahead

THE MORNING ASTORIAN

DAILY EXCEPT MONDAY

CARRIES THE ASSOCIATED PRESS

Guarantees it's Advertisers three times the Circulation of any other Daily on the lower Columbia.

ASTORIA'S LEADING NEWSPAPER

ERICSSON

Racing Rules For Sailing Boats—Continued

as to give the other a free choice on which side she will pass. An overtaking boat shall not, however, be justified in attempting to establish an overlap, and thus force a passage between leading boat and the mark, after latter boat has altered her helm for the purpose of rounding.

Rule 7. Obstructions to Sea Room. When passing any obstruction to sea room, should boats not be clear of each other, the outside boat or boats must give room to the boat in danger of fouling such obstruction, whether it be the lea or weather boat; provided, always an overlap has been established before an obstruction is actually reached.

Rule 8. Luffing and Bearing Away. A boat may luff as she pleases to prevent another boat from passing to windward, but must not bear awayout of her course to hinder the other passing to windward. The lea side to be considered that on which the leading boat carries her main boom. The overtaking boat, if to leeward, must not luff until she had drawn clear ahead of the boat she has overtaken.

Rule 9. Close Hauled Approaching Shore. If two boats are standing towards a shore or shoal, or towards any buoy, boat or vessel and the boat leeward is likely to run aground, or foul of such buoy, boat or vessel (except as provided in Rule 6) and is not able to tack without coming into collision with the boat to windward, the latter shall at once tack on being hailed to do so by the person sailing the leeward boat, who must see that his own boat tacks at the same time.

Rule 10. Fouling. Each of the boats must fairly round the course, and must not touch any buoy or vessel needed to mark it out but shall not be disqualified if wrongly compelled to do so by another boat. If a boat in consequence of her neglect of any of these rules shall foul another boat, or compel other boats to foul, she shall forfeit all claim to the prize, and shall pay all damages.

Rule 11. Propulsion and Sounding. No means of propulsion, except sails shall be allowed. Nothing but a hand line and lead shall be used for sounding during a race. In case it is necessary to anchor at any point on the course, the boat shall not be started ahead until the anchor is in place on deck.

Rule 12. Protests. Any boat desiring to protest must at once show the Regatta signal conspicuously in the rigging, and keep it flying until she has crossed the line or has entered her protest. Protests must be made in writing within two hours after the conclusion of the race.

Rule 13. Starting. Ten minutes before the time for starting each sailing race a preparatory gun will be fired from the flagship and the blue peter hoisted to the foremast top of flag ship. After the starting gun has been fired, the blue peter will be taken down and be replaced, by the Club Burgee. Any boat failing to cross the starting line 10 minutes after the starting gun has been fired will be disqualified.

All boats must be under sail at least five minutes before the second gun is fired. In maneuvering for position before the start all boats must abide by an accident from fouling or otherwise that may befall them. The starting line shall be drawn from the grandstand to the flagship or judges' boat, on the north side of the channel and all boats at start and finish must cross the line between the grandstand and the judges boat opposite. All handicaps in sailing races shall be from the actual start, the time of each boat being taken when crossing the line at the finish, and the necessary allowances or deductions made.

EVERY SPEED BOAT IS USING A

SCHEBLER CARBURETOR

ASTORIA HARDWARE CO.

DISTRIBUTORS

ALSO

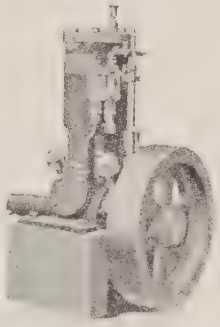
TROYER-FOX GAS ENGINE OIL—COLUMBIA DRY CELLS—STORAGE BATTERIES—SPARK COILS and the most complete line of Launch Supplies in the Northwest.

See Our Exhibit Boat During The Regatta

REEVES-GRAEF MARINE ENGINES

Reeves Graef 15 h.p.

A thoroughly dependable Engine, and a constant and powerful worker
The Engine with the Bearings, Real Bearings, Everlasting Bearings



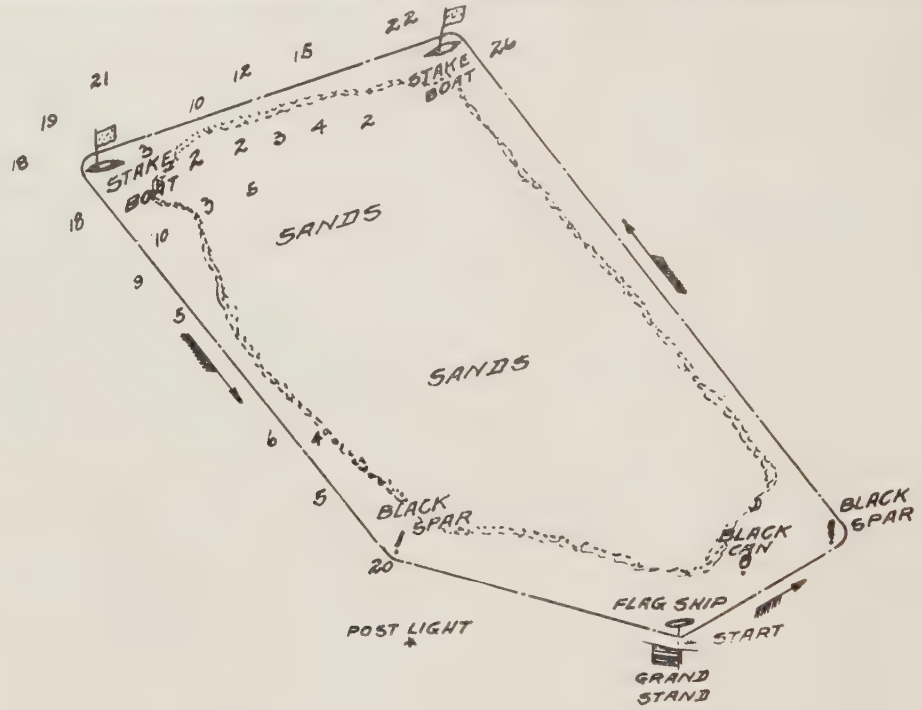
3 h p. to 6 h.p. Lathrop

LATHROP TWO-CYCLE ENGINES

Strictly high grade, built for hard and continuous service. There is all told over 50,000 h p. in successful use and operation Let us tell you the many good features.

ASTORIA GAS ENGINE HOSPITAL

M. H. SANFORD, Prop. A. & C. R. R. Dock



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7-NAUTICAL MILES.

ASTORIA FIFTEENTH ANNUAL REGATTA.

ASTORIA, ORE. AUG. 29-30-31, 1910.

THE J. S. DELLINGER CO.

BLANK BOOK MAKERS AND PRINTERS

MAKE ALL KINDS OF FLAT OPENING BOOKS

ASTORIAN BLDG. ASTORIA, OREGON

DON'T MISS LAFFERTY SHEPHERD DEBATE TONIGHT

FIRST DAYS PROGRAM

AUGUST 29

MORNING

9:00 A. M.—26 foot Speed Boat Class, $300.00; 1st, $150.00; 2nd, $100.00; 3rd, $50.00. 20 Miles, 3 heats.

10:00 A. M.—Free for all Pacific Coast Championship, $1000.00; 1st, $500.00; 2nd, $300.00; 3rd, $200.00. 20 miles, 3 heats.

11:00 A. M.—Handicap Speed Boat Race, $200.-

AFTERNOON

1:30 P M.—Columbia River Type Gasoline Fish Boat Race. Under 6 H. P. $60.00 purse; 5 miles. One race, $40.00 1st; $20.00 2nd.

1:45 P. M.—Free for all Columbia River Fish Boat Sailing Race. $35.00; 1st, 72 lbs. twine; 2nd, $25.00; 3rd, $10.00. 7 miles. No sail limit.

2:15 P. M.—Free for all Skipjack Race. $150.00 purse; 1st, $75.00; 2nd, $50.00; 3rd, $25.00.

3:00 P. M.—Cannery Tender Handicap Race. $135.00 purse; 1st, $70.00; 2nd, $40.00; 3rd, $25.00.

GOOD SHOW AT THE STAR

8:15 p. m. Debate between A. W. Lafferty and George S. Shepherd, candidates for Congress, Regatta Grandstand, foot Eleventh Street.

SEASIDE BOAT CO.

G. H. SMITH, Manager

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Boats for Hire by Day, Week or Month--Private Boats Taken Care of--Boat Supplies--Best Gasoline for Launches.

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REGATTA OPENING
OF

FALL MILLINERY

Monday, Tuesday and Wednesday
You are all Invited. We want
Your Opinion.

The Style Shop

434 Commercial Street

SECOND DAYS PROGRAM
AUGUST 30

MORNING

9:00 A. M.—26 foot Speed Boat Class, $300.00: 1st, $150.00; 2nd, $100.00; 3rd, $50.00. 20 Miles, 3 heats.

10:00 A. M.—Free for all Pacific Coast Championship, $1000.00; 1st, $500.00; 2nd, $300.00; 3rd, $200.00. 20 miles, 3 heats.

11:00 A. M.—Handicap Speed Boat Race, $200.-00; 1st, $150.00; 2nd, $100.00; 3rd, $50.00; 20 miles, 3 heats.

AFTERNOON

1:30 P. M.—5 H. P. Launch Race. $60.00; 1st, $40.00; 2nd, $20.00; 5 miles. One heat.

1:45 P. M.—Dinghy Sailing Race, $50.00; 1st, $25.00; 2nd, $15.00; 3rd, $10.00. One race.

2:00 P. M.—Net throwing contest, $30.00; 1st, $20.00; 2nd, $10.00.

2:30 P. M.—Cruiser Race, Handicap, $60.00; 1st, $30.00; 2nd, $20.00; 3rd $10.00. 5 miles. One heat.

2:45 P. M.—Class B. Skipjack Sailing Race, $100.00; 1st, $60.00; 2nd, $25.00; 3rd, $15.00.

8:00 P. M.—Marine Parade.

NOTE—The Marine Parade has been changed from Tuesday Evening to Wednesday Evening at 9 o'-clock. The Prize for the Best Decorated Boats are: First $75,00, Second $50,00, Third $25.00, Fourth $15.00.

GOOD SHOW AT THE STAR

LOOK! LOOK!! LOOK!!!

$20,000 JEWELRY SALE $20,000

Bought for 30c on the Dollar

One Dollar will buy Four Dollars worth now. High Grade Watches, Diamonds and Jewelry of all kinds. Hundreds of Specials. See our Window for Bargains - - - - -

H. BROH & CO.

594 COMMERCIAL NEAR FOURTEENTH

THIRD DAYS PROGRAM
AUGUST 31

MORNING

9:00 A. M.—26 foot Speed Boat Class, $300.00; 1st, $150.00; 2nd, $100.00; 3rd, $50.00. 20 Miles, 3 heats.

10:00 A. M.—Free for all Pacific Coast Championship, $1000.00; 1st, $500.00; 2nd, $300.00; 3rd, $200.00. 20 miles, 3 heats.

11:00 A. M.—Handicap Speed Boat Race, $200.-00; 1st, $150.00; 2nd, $100.00; 3rd, $50.00; 20 miles, 3 heats.

AFTERNOON

1:30 P. M.—Free for all entries limited to 35 H. P. engine. 20 miles, 1 heat, $200.00; 1st, $100.00; 2nd, $60.00; 3rd, $40.00.

2:30 P. M.—Fishermans' Tug of War. $20.00.

2:40 P. M.—Motor Fish Boat Race. Perfex Ignition Outfit. $40.00 Battery Coil and Spark Plugs.

3:00 P. M.—Inter-Club Relay Race, $100.00; Perpetual Challenge Cup. Subject to change without notice.

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Three Gold Medals and Highest Award at Alaska-Yukon-Pacific Exposition 1909

A good Gas Engine is the best Salesman

Ask Any User

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Standard Gas Engine Co.,
430 Market St., City.

Gentlemen:

We have been using your engines in all our launches, tugs and barges for a number of years past. In our business we are compelled to go in all kinds of weather for days and weeks at a time doing the hardest kind of work, towing barges, dredges and vessels of every description and without a stop of any kind.

We have used several other makes but consider the Standard Engine to be far superior in all respects to any other engine.

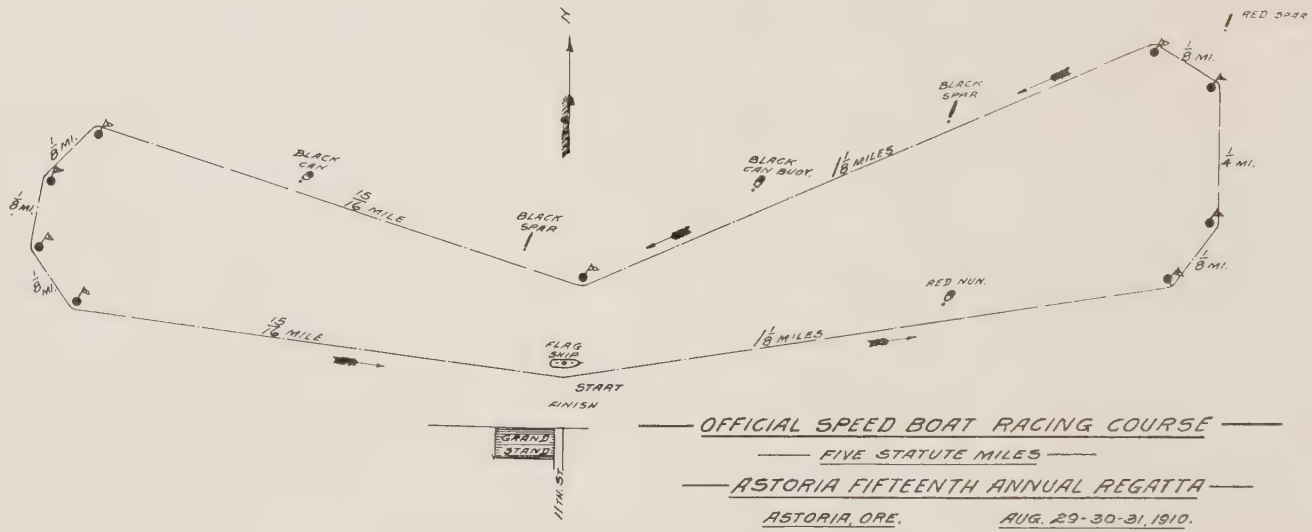
Any future orders will be placed with your Company

List of Boats equipped with Standard Gas Engines

Crowley No. 1	65 h.p.	Crowley No. 8	20 h.p.	Guide	50 h.p.
" " 2	65 "	" " 9	20 "	Sybil	50 "
" " 3	20 "	" " 10	10 "	Guard	30 "
" " 4	20 "	" " 11	50 "	Comet	50 "
" " 5	75 "	" " 12	10 "	Envoy	20 "
" " 6	50 "	" " 13	10 "	General	20 "
" " 7	50 "	" " 14	125 "	Sentinel	30 "

Agents, J. M. Arthur & Co.
PORRTLAND, OREGON

CROWLEY LAUNCH & TUGBOAT CO.
By Thomas Crowley



OFFICIAL SPEED BOAT RACING COURSE

FIVE STATUTE MILES

ASTORIA FIFTEENTH ANNUAL REGATTA

ASTORIA, ORE. AUG. 29-30-31, 1910.

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The Gem
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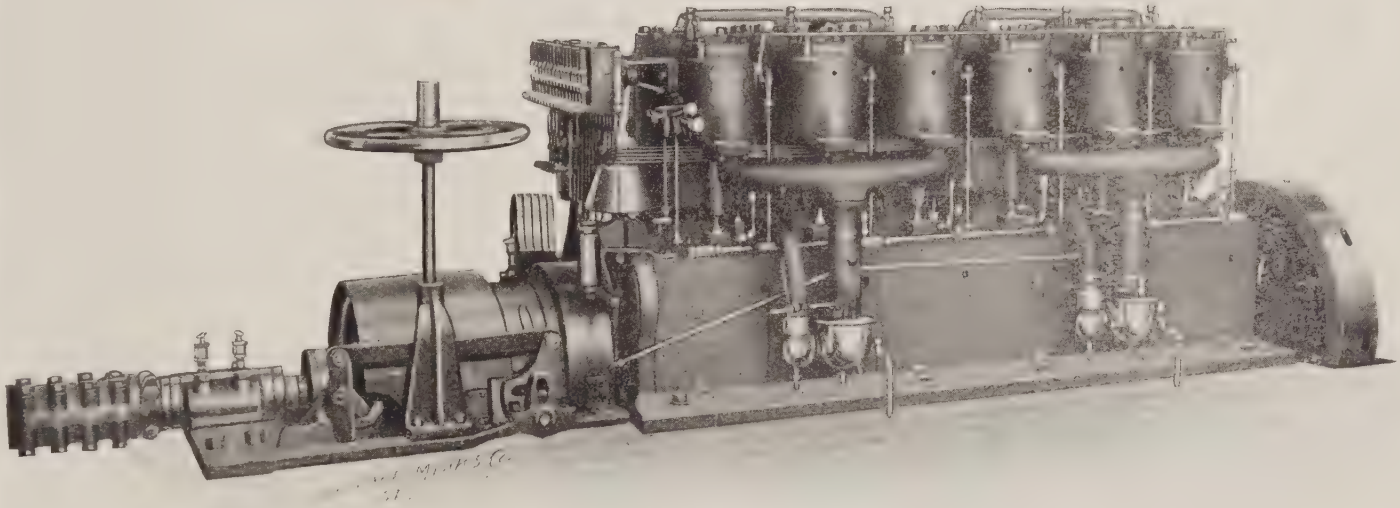
For Cruising Launches, Cannery Tenders and Tow-Boats



TROYER-FOX HEAVY DUTY MARINE GASOLINE ENGINES.

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ASTORIA IRON WORKS

ASTORIA, OREGON

SEATTLE OFFICE, PIER 4
B. C. CARRINGTON, REPRESENTATIVE

W. E, WILKINSON & Co., 83 FIRST STREET
PORTLAND AGENT

RACING RULES

Astoria Motor Boat Club

FIFTEENTH ANNUAL REGATTA

Ownership.

1. Each boat entered for a race must be the bona fide property of, or under charter to, the person in whose name she is entered who must be a member of a recognized yacht club.

2. A person chartering a boat shall be considered as the owner.

3. No boat which has been chartered shall be entered for a race, unless she has been chartered in good faith for a period of not less than thirty days.

4. No two boats owned wholly or in part by the same person shall enter in the same class.

Entries.

1. All entries shall be made in writing, and shall be signed by the owner or his representative, giving the name of the boat, class, rating, and racing number, and must be lodged with the Race Committee not later than two hours before the time of starting, exclusive of Sundays, unless otherwise ordered by the committee.

2. The Race Committee may refuse or accept any entry made after the time of closing.

3. The Race Committee may, if they consider it expedient, reject an yentry.

Instructions.

1. The owner of each boat entered for a race shall be furnished at the time of the entry, or as soon thereofter as possible with written or printed instructions as to the conditions of the race and the courses to be sailed.

2. The Race Committee may change the courses or amend the instructions, porvided notice of such change is give to each boat before the preparatory signal is given.

3. In the absence of the owner, the delivery of instructions to any person on board a boat shall be considered sufficient. sufficient.

Crews.

1. No person shall board or leave a boat after the starting signal has been made, except in case of accident, or injury to a person on board.

2. All boats must carry as one of its crew a member of a recognized yacht club.

3. The owner of every winning boat shall, before the awarding of prizes, file with the Race Committee a certificate stating that the rules have been obeyed. Such certificate shall include the names and addresses of the members of the crew.

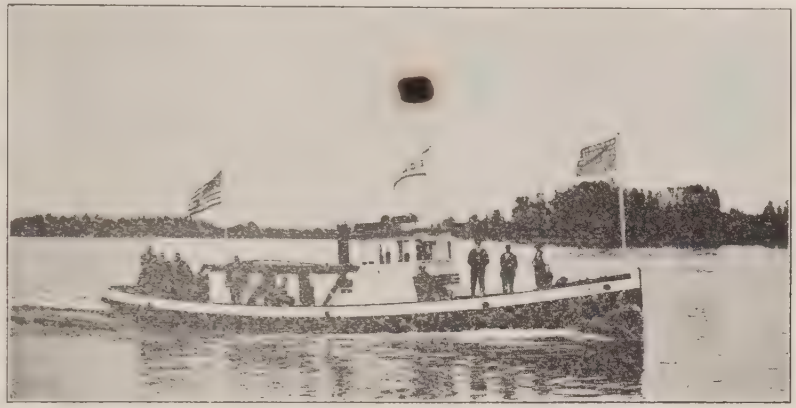
Numbers.

All boats shall carry racing numbers, which shall be placed so they can be easily seen by the Race Committee as the boats approach the line.

Postponement.

The Race Committee may postpone a race, should unfavorable weather or other circumstances make a postponement advisable.

A race postponed or re-sailed shall be considered a new race.



Imperial Engines

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"ECHO"

61 ft. 6 in. over all. 12 ft beam. 5 ft. draft. 4 cyclinder 100 h.p. Imperial Engine. Speed 13 miles.

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MARINE MOTORS
OREGON LAUNCH COMPANY
FOOT OF HAWTHORNE AVE
PORTLAND, OREGON.
MOTOR BOATS.

RACING RULES--Continued

Starting and Finishing Signals.

1. Each starting signal shall be dropped at the expiration of the starting interval.

The intervals shall be five minutes between the setting of each two signals.

The club burgee shall be hoisted at the expiration of the starting interval of the last division.

2. The signal to denote the conclusion of the race shall be the lowering of the club burgee.

3. Attention to these signals shall be called by whistle or gun from the Race Committee's boat.

Start and Finish.

1. All starts shall be flying, and shall be "one-gun" starts. Each boat in a class shall be timed from the starting signal of that class.

2. The time of finish of each boat shall be taken when the point marked by the fore flag staff crosses the finish line.

3. In any start, if the point marked by the fore flag staff has crossd the line before the signal for the start in her class is given, she must turn and recross the line.

A boat so turning, or one working into position from the wrong side of the line after the first starting signal has been given, must keep clear of and give way to, all boats in the race.

A boat shall not after crossing the finishing line interfere with any boat still in the race so as to affect the time of such boat at the finish.

Marks.

1. A mark is any vessel, boat, buoy or other object used to indicate the course.

2. All marks, except Government buoys, used as marks, shall fly the club flag, or show a ball in the club colors.

3. Should any mark be absent or moved from its proper position during a race, the Race Committee shall, if possible, replace it or substitute the committee boat with a mark ball hoisted, and call attention by gun or whistle. Failing thus to reestablish the mark, the race may be ordered resailed or not, at the option of th Race Committee.

Changing Course.

Should the Race Committee deem it desirable on account of the direction of the wind, or other cause, to ordr the course sailed in a reverse direction from that specified in the instructions, flag "B" hoisted fifteen minutes before the Blue Peter (the preparatory signal) shall be the signal for so doing.

Anchoring.

A boat may anchor, but must weigh anchor again and not slip. A boat shall not warp or kedge, or make fast to any buoy, pier, vessel, or other object, except for purposes speci fled in hte following rules:

Running Aground and Fouling.

A boat running aground or fouling a buoy, pier, vessel, or other object, may use her anchors, warp, etc., to get clear, but may out receive any assistance except form the vessel fouled. Any anchor or warp so used must be taken on board again before continuing the race.

Accidents.

Every boat shall render all possible assistance to any vessel or person in peril, and if in the judgement of the Race Committee she shall thereby have impaired her chance of winning, they may order the race to be resailed between such boat or boats and the winner in the class.

Sounding.

No other means of sounding than the hand lead and line shall be employed.

Seaside Light and Telephone Company

Seaside
is one of the
few beach resorts
having electric
lights.

When planning your vacation why not select a place where you may have the comforts of home yet all the pleasures of a seaside resort.

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The Seaside Skating Rink

ORJALA & MANULA PROPS,

Roller Skating each day
from 9:30 a. m. to 12 m., 2:30 p. m. to 5 p. m.,
7:30 p.m. to 10 p. m.

A large, airy Pravilion being 50 feet wide and 125 feet long. A new, finely finished maple floor.
A resort for Ladies, Gentlemen and the Children.

Seats for spectators

Order preserved

RACING RULES--Continued

1. When two boats are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows namely:

(a) When two boats are meeting end on each shall alter her course to starboard.

(b) When two boats are crossing, the one which has the other on her own starboard side shall keep out of the way.

(c) Where by any of these rules, one of the two boats is to keep out of the way, the other shall keep her course and speed.

(d) Every boat which is directed by these rules to keep out of the way of another boat shall, if the circumstances of the case admit, avoid crossing ahead of the other.

(e) Every boat which is directed by these rules to keep out of the way of another boat shall, on approaching her, if necessary, slacken her speed, or stop, or reverse.

(f) Every boat overtaking another shall keep out of the way of the overtaken vessel.

(g) In obeying and construing these rules the regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

h) A boat under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistles or siren, namely:

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going at full speed astern."

2. **Overtaking.** An overtaking boat shall, as long as an overlap exists, keep clear of the boat which is being overtaken.

Boats in passing shall allow at least ten feet of clear water between them, and the leading boat shall not alter her course so as to compel an overtaking boat to pass within the ten-foot limit.

3. **Passing and Rounding Marks.** Should, however, an overlap exist between two boats when both of them are about to pass a mark on the required side, then the outside boat must give the inside boat room to pass clear of the mark.

A boat shall not, however, be justified in attempting to establish an overlap and thus force a passage between another boat and the mark, after the latter has altered her helm for the purpose of rounding.

4. **Definition of Overlap.** An overlap is established when an overtaking boat has no longer a free choice of which side she will pass.

5. **Alternig Course.** When of two boats one is obliged to keep clear, the other shall not alter her course so as to involve risk of fouling.

6. **Bearing Away.** A boat shall not bear away out of her course so as to hinder another in passing to starboard.

7. **Obsruction too Sea Room.** When a boat is approaching a shore, shoal, rock vessel, or other dangerous obstruction, and cannot go clear by altering her course without fouling another boat, then the latter shall, on being hailed by the former, at once give room.

Protests.

1. Notice of intention to protest that a boat has violated these rules may be given during a race by displaying flag B of the signal code, and keeping such flag flying until answered by the Race Committee with the answering pennant.

2. Protests must be filed in writing with the Race Committee

Dancing and Skating

Have a Regatta Time

DANCING AT FLAVEL HALL

Hall at Lurline Dock, 8th Street

100 x 100 ft. Hall. Finest of Maple Floor

Good Music No Objectable Characters Permitted

SKATING AT PORTABLE RINK

Entrance to Rink on 14th Street

A Cool, 120 x 60 ft of Glassy Like Surface to enjoy on Rollers.

Built on the Bay, overlooking the Races and Contests

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RACING RULES—Continued

within one hour after the race, and must be signed by the owner or his representative.

Disqualification.

1. Every boat must go fairly around the course, and must not touch any mark, but shall not be disqualified if wrongfully compelled to do so by another.
2. If a boat, in consequence of her neglect of these rules, shall foul another boat, or compel another boat to foul any boat, mark r bstructin, or to run aground, she shall be dsiqualified and the owner shall pay all damages.
3. The Race Committee shall, with or without a protest, disqualify any boat, should it come to their knowledge before the awarding of prizes that she has committed a breach of these rules.

Awarding of Prizes

1. Prizes shall be awarded in all classes in which one or more boats sail the course. Should a boat sail alone in her class she shall be entitled to a "sail-over" prize of one-half the value of the regular prize.
2. If a winning boat be disqualified, the prizes shall be awarded the next boats in order of standing.

Suspension of Rules.

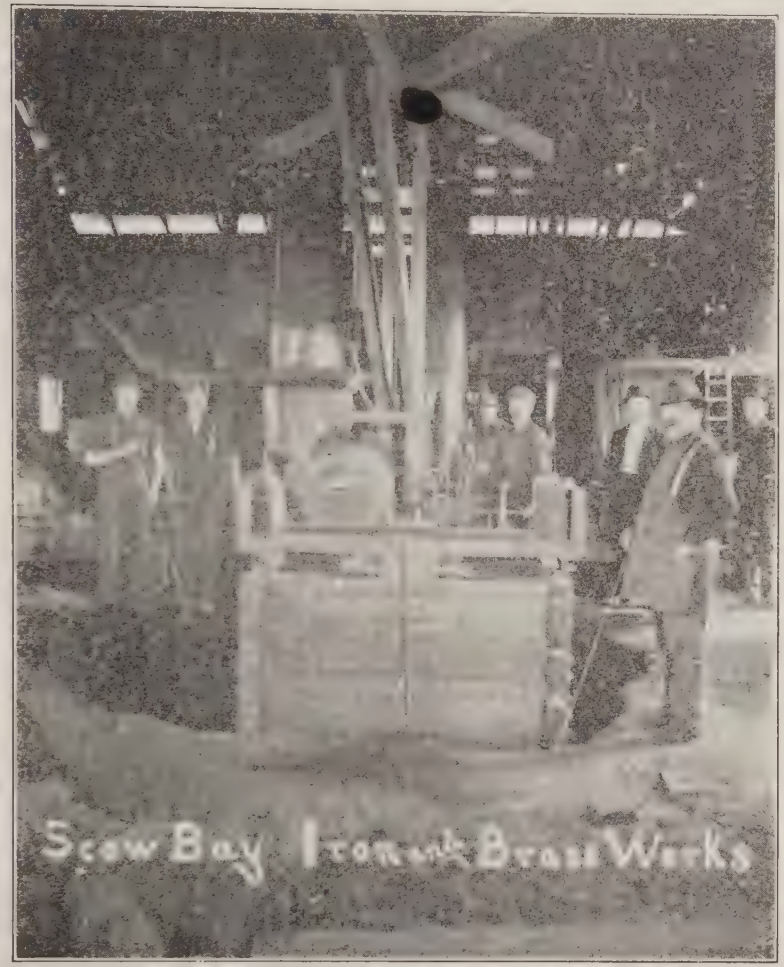
The Race Committee shall have power to suspend any of these rules, by stating their suspension in the instructions for the race, or by agreement with the owners of the competing boats.

Seeing Astoria

Are U
Out for a Good Time
at
The Regatta?
If so
Drop in at
The Richmond
for a
Thirst Quencher

J. J. KENNEY, Prop.

Cor. Eighth and Astor Sts.



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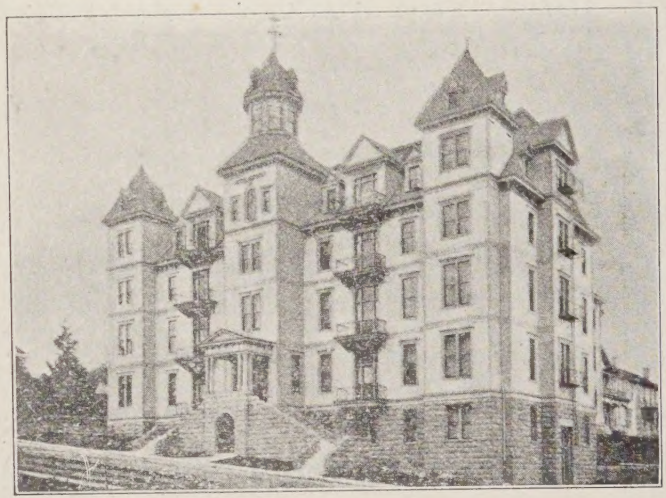

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Tuesday, Thursday and Saturday Nights

ROLLER SKATING

Mornings, Afternoons and Evenings balance of Week

Hall 100 x 100 feet. Finest Maple Floor

Well Ventilated Strict Order Preserved

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Don't Buy Apple Land!

Don't buy pear land—Don't buy walnut land—Don't buy anything until you investigate the cranberry business. We have some choice tracts for sale. Write for information. We handle beach property of every kind. Tell us what you want - - - -

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"FROM STUMP TO CONSUMER"

ASTORIA THEATRE

SATURDAY, NOVEMBER 13th

G. M. Anderson presents

EDNA WALLACE HOPPER, in

"Just Around the Corner"

By George V. Hobart & Herbert Hall Winslow

THE CHARACTERS

Mrs. Phoebe Larrimore (a city woman) .....Edna Wallace Hopper
William Ward Wilder (a city man) .....John Fee
Harvey Wattles, Sr. (a small town boss) -Frank Keenan Wallace
Mrs. Wattles (also a boss) .....Erma Melville
Henry Pickins (a country sport) .....Orral Humphreys
Sally, (a village vamp) ..... Leona Anderson
Buddy Hicks (a little crooked) .....Taylor Graves
Billie (a little girl) ..... Laurine Friend
Mr. Peel (a village editor) .....Frank Darien
Vere Joslynn (a chorus girl) ..... Ivy Darien
Mrs. Wiggins, (a busy body .....Ann Lockhart
Harvey Wattles, Jr. (a college graduate) .....Charles Gregg
Joe Perkins (a village constable .....James MacElhern

LOCALE OF THE PLAY

ACT I

A Country Store in Wattlesville, near New York

ACT II

The Same. A Few Months Later.

ACT III

The Same. The Next Day.

COMING ATTR[illegible] day, November 17th, George Whi[illegible] with large chorus, late songs, [illegible]trong cast.